

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B. NOVEMBER 15, 1902.

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Publisher's Letter to Subscribers.

DEAR SIR:—

We recently notified all subscribers asking them to remit the amount of their arrears before November 10, at which date we expected to close our books.

The response to this notice has been so very general that we have arranged to keep our books open until the 10th of December, so that all who remit before that date will have their name appear on our annual statement as paid up subscribers.

We heartily appreciate the kindness of all our friends in their prompt response, which betokens the interest taken by our subscribers in the welfare of the paper.

THE TELEGRAPH is the people's paper, and there is no more effective way of contributing to its success than by keeping the subscriptions paid up in advance. The management is thus enabled to take advantage of every opportunity to improve the paper and so in turn benefit the readers.

We take this opportunity of thanking all our subscribers who have remitted their subscriptions and assuring those still in arrears whom we know will remit in the near future, that their favors will be thankfully received. We hope to make THE TELEGRAPH still brighter in the coming year, and so keep it the best SEMI-WEEKLY published in the Maritime Provinces; to this end we ask that all our friends should interest their neighbors in the paper, as the bigger our circulation patronage the better paper are we enabled to produce.

With best wishes, we remain, Yours truly, THE TELEGRAPH PUBLISHING CO. C. J. MILLIGAN, Manager.

MR. OBORNE'S PLAN.

Many St. John people no doubt have been interested by Mr. James Osborne's plan to place a dam across the harbor mouth, give us high water all the time, do away with the "reverberable" falls, and provide a lock by means of which vessels could enter and leave the port. Perhaps it would not be too much to say that not a few who read the plan by which Mr. Osborne proposes to make such sweeping changes, were amazed or amused.

And perhaps there were some who thought it would be wiser if the C. P. R. proceeded to develop the Sand Point property, as it agreed to do, before any attempt is made to turn the harbor into the millpond which Mr. Osborne's scheme suggests.

Should the C. P. R. do this it would ally an suspicion that its superintendent here may be influenced by a desire to divert public attention from Sand Point and the obligations which are upon the company in connection therewith.

At present the river and the tide sweep from the harbor the sediment which comes down the St. John and the sewage of the city. The constant action of the tide prevents the Courtenay Bay flats from becoming very offensive at low water. More important still is the rush of water down the main channel, which prevents the contents of the sewers from stagnating in the harbor to the certain detriment of the city's new excellent health, and also keeps the river silt from filling the harbor.

Dam the harbor mouth, minimize the rise and fall of the tide in the harbor, and allow the river water to escape only through a sluiceway near Red Head, as Mr. Osborne suggests, and what would follow?

The main harbor inside the dam would be still water in the main and the sediment would settle as it does in a millpond. But while a millpond may fill up without becoming dangerous to health, the harbor could not do so. There would be at best but a sluggish surface current moving toward Red Head, where it is proposed to locate the sluiceway. The lower levels of the harbor would be filled by a mass of sediment which could not prove a grave menace to the health of the port and necessitate dredging, which would render it doubly dangerous.

The value of a frequent and powerful flushing of the harbor, such as tide and river effect, is not to be estimated lightly. While the climate here combats disease, it is not to be forgotten that many harbors which have neither a high tide nor a river to sweep them—notably the harbor of Havana—become foul beyond words.

And then there is the lock. Steamships, tugs, and all sailing craft, would have to take their turns at the lock, and it is difficult to believe that unless the system were enormously expensive insufficient delay and inconvenience would not result.

These are difficulties which at once present themselves, and there are others. The Telegraph will be glad to learn that Mr. Osborne does not regard them as insuperable.

Mr. E. T. P. Showen, resident engineer here of the department of public works, has proposed, we believe, to extend the Negrotown Point breakwater to Partridge Island, thus closing the western passage, preventing sand from being carried in by the sea and insuring quiet water within, except in the infrequent case of a direct south-easterly gale. This would remove

an objection which has been raised in connection with the Sand Point property, and would still allow the tide and river to sweep the channel clean, and while it would not provide deep water in the harbor at all times it would still permit the entering and sailing of vessels of all kinds almost as freely as at present, and would not necessitate the harboring of ever accumulating silt on the wrong side of a dam. Moreover, the deflection of the current by the closing of the western passage would increase the force of the water sweeping the main channel.

THE WEST AND THE RAILWAYS.

The Klondike does not appear as cold as it did before gold was discovered. The northwest has a very different place in the estimation of the nations since the possibilities of the greatest wheat belt in the world have become clearer. In discussing "Another Trans-Canadian Railway" the Brooklyn Eagle says:

If ten years ago any one had suggested a railroad 300 miles north of the Canadian Pacific, paralleling that line from Quebec to Fort Simpson, the scheme would have been laughed at. We have learned a good deal of Northwestern geography since the gold find in the Klondike, however, and a good deal more about the wonderful possibilities of the wheat belt north and west of Lake Winnipeg, which this proposed line will tap.

American interest in the new railroad, the writer points out, lies in the fact that "it will cross the greatest wheat field on the globe," for while "the crops already yielded on this great Northwestern plateau, that reaches nearly up to Alaska, have already overtaken the carrying capacity of the C. P. R., the plow has only just begun to touch the corners of the country."

The new rail gives a better wheat crop, and the Eagle concedes, the supremacy of the United States' Northwestern flour country is passing over the Canadian border. As a result of the new road cutting the wheat fields farther north and greatly extending its area, the writer says there is one less argument for the thousand-ton barge enlargement of the Erie Canal. The export wheat trade of the United States "seems destined to decline as the newer Canadian soil is put under cultivation," and the American railroads which have depended upon it must seek another kind of business, probably that arising from pushing the area of manufactures farther west.

The writer sees clearly the mighty development coming in our Northwest and discusses its effects upon the United States with intelligent frankness.

He says nothing of the thousands of Americans who are flocking into the territory on our side of the line, but they are good Canadians will do their share in making the country rich and great. They are thrifty people who will acquire a stake in the country and who will find independence, but not license. They will learn that it is free from many of the evils which have marked the more rapid growth of the republic, and they will appreciate the difference.

In New York, it appears, someone has been dwelling upon the strategic importance of the new road, for the Eagle says: "One may take with a good deal of caution the announcement that the British government is backing the new line on the ground that it will save 250 miles from Quebec to the Pacific and about 500 more by water on the line to Yokohama. The strategic theory behind this claim is that the new line will enable England to put troops into Manchuria before Russia can get them there by its trans-Siberian line."

The British government is already well served by the one hundred-hour trains between Quebec and Vancouver and by the steamship line from there to Yokohama, although one cannot foresee all its needs by the time the new line is to be completed, in five years from now.

It is indeed impossible to foresee all the needs which may arise in five years, but we do not expect to see any British troops coming this way in that time. Of course the fact that they could be sent quickly is one of the reasons why it will not be necessary to send them, the readiness for war being the best guarantee of peace.

But, strategy aside, the country in five years may be discussing still another railway, for in peace or war, this will be England's granary.

WHO KILLED MRS. ADAMS?

The question, Who killed Mrs. Adams? has yet to be answered. A jury says Molineux did not kill her. He is free and cannot be tried again. Although the public may accept the verdict as meaning simply "not proven," the state must try Cornish for the murder or confess that after nearly four years it is unable to do better than thrust the tragedy into that already crowded pigeon-hole marked "Unsolved."

Cornish and Molineux are men whose records are not enviable. The women in the case would have enjoyed better reputations had there never been a trial. If Molineux is not guilty—as he may not be—the murder plot takes on another color. The state asserted that although Mrs. Adams was killed, it was Cornish at whom the poisoner aimed. If Molineux is not the poisoner, then the murderer perhaps did not intend to kill Cornish, but Mrs. Adams. This might mean that Cornish, who was friendly with Mrs. Adams' married daughter, had reasons of his own for wishing the mother out of the way.

The verdict lends new legal importance to evidence which many regarded as preposterous, the evidence of a woman who swore she saw the package of poison mailed to Cornish by Molineux, but by a man who resembled Cornish himself. The defence argued that this evidence pointed to a plot on Cornish's part whereby he prepared in advance to kill Mrs. Adams and have facts which apparently would prove that her death was accidental.

The state's duty is to convict the murderer, and it is no less binding today than it was when the prosecution of Molineux was undertaken. But it is charged, and with some justice, that once the District Attorney forms a theory, all the powerful machinery of his office is concentrated upon proving that theory rather than upon getting at the truth, strike whom it may.

To be at once just and logical, the District Attorney should now weigh the evidence against Cornish, and, if it gives promise of conviction, place him on trial. That he will do so is not likely. Yet in reality there is more crying need now for effort to find out who is guilty than there ever was. The vast expenditure has been useless. The state will say Molineux is guilty but it cannot prove that he is, and that view of it will find much support, but in the light of the last trial the position in which the prosecutor finds himself is most unsatisfactory. And it is to be greatly regretted that a crime so widely advertised should go unpunished. One wonders what sort of trial there would have been if all the persons involved had lived in the tenements, and there had been no chance for the lawyers to earn big fees and reputations.

NOT AT ST. GEORGE.

The main body of the opposition forces is not at St. George.

Mr. Hazen and Mr. Mott addressed a gathering in the opposition interest there Thursday night, and The Telegraph's correspondent refers to it as "the smallest political meeting ever held" in that place. Yet he says about 100 persons, fully thirty per cent. of whom were not voters, were in attendance. Evidently such slim gatherings are not the rule in St. George.

This is somewhat disappointing to those who had expected that when the Tory leaders lighted the signal fire of revolt in Charlotte the main body of the Tory forces would emerge from concealment and allow an expectant province to view its masses with proper awe.

No candidates appear to have been secured in Charlotte. Indeed the provincial tour of the Tory leaders has been signally unfruitful in that important regard.

It has been announced that the North Shore is "in revolt," and doubtless it will be announced that the South Shore is also the scene of a political revolution. But, interesting as these assertions are, they must be regarded as empty in the absence of visible evidence that there is truth behind them.

Up to date there are opposition candidates in St. John and Westport, and, practically, in Sumbury, but this is only a small result considering the fact that the leaders have been candidate-hunting for months, and vigorously.

Mr. Hazen and Mr. Mott went over the old story last night, and made the usual bid for Liberal support, but they failed utterly to make it clear why a Liberal should support the Tory opposition in this campaign, which, Mr. Borden has said, is to result in strengthening his hands in the Dominion fight.

Not was it explained why Mr. Hazen and Mr. Mott went alone to Charlotte to extend this cordial invitation to Liberals to vote for the Tory party, and why they did not take with them some of the Liberals who, the Tory newspapers are fond of telling us, have selected Mr. Hazen as their leader.

Doubtless the St. George meeting was very interesting—more interesting at least than that at Miramichi, which, by the way, was also fruitless—But the fact remains that the main body has not yet broken cover.

THE KAISER'S VISIT.

The visit of the German Kaiser to King Edward has caused quite an outpouring of opinion from the British press regarding the past relations between Britain and the Vaterland.

The British people have not forgotten the attitude of the majority of the Germans and the press of that country toward Britain during the South African war. The Germans openly encouraged and assisted the Boers in their resistance of the British forces, while the newspapers applied the most violent epithets to the British statesmen, officers and soldiers. That was not all. The German camp papers were permitted to ridicule and malign the royal family in a manner which loyal Britons very properly resented.

The British people are distrustful of the Teuton and have little faith in the friendliness which the Kaiser's visit would evidently protect. The great cautious politicians are of careful of any alliance, as the German cover willingly makes any treaty which is not more advantageous to himself than to the other party to the agreement. The Teuton is jealous of the Briton's supremacy in commerce and no political alliance would ever suffice to remove this feeling from his mind.

The object of the Kaiser's visit has been the subject of much speculation. It has been suggested that it may be regarding the satisfactory settlement of the interests of both nations in Southeast Africa and China. There can be no doubt that these questions will be discussed, especially in view of the announcement that Great Britain has an option of purchase of the southern portion of Portuguese East Africa. A redistribution of this territory will not only be of interest to Britain, but also to Germany in as much as it adjoins German East Africa.

In China there is the evacuation of Shanghai, and also the question of the position of Russia in Manchuria. It is certain, however, that in the present state of public opinion in Britain an alliance with Germany would be very unpopular.

MR. PREFONTAINE AND HIS CRITICS.

While the Sun continues to write mildly of Mr. Prefontaine and the imaginary "crisis," the Montreal Gazette (Tory) printed in the city of which the new minister was mayor, is manly enough to acknowledge that he is not at all the sort of man the smaller Tory journals paint.

Here is the worst and best the Gazette finds to say of Mr. Prefontaine:— "He has been held up in connection with Montreal's civic administration, with which he was long associated, as the centre and main spring of the evil influences that sometimes overcame the good

at the City Hall, to the public disadvantage. It has to be said for him, though, in the same connection, that he showed himself superior to the narrow sectionalism that is often exhibited in Montreal's municipal affairs, and did not gain his ends by making bitterness between the two peoples who constitute the main part of the city's population. And when, during the South African war, too many of both parties in this province were carrying and finding fault and trying to create public sentiment against the policy that sent the men to the front, Mr. Prefontaine, then mayor of Montreal, did his duty in the matter, spoke rightly and fearlessly, as became a loyal magistrate. His present position shows that his course then cost him nothing, while it will be a help to him as a minister in many ways.

The Gazette while repeating the gossip about Mr. Prefontaine which was circulated by his enemies during the heat of excitement over municipal affairs, does not assert that Mr. Prefontaine was accused with reason.

Not being a narrow-gauge Tory newspaper, the Gazette speaks fairly of Mr. Prefontaine's conduct at a time when too men showed the faith that was in them.

Such editorial justice will be incomprehensible to the Sun, but it is likely the Gazette will worry along without the Sun's approbation as will Mr. Prefontaine, serious as is the loss. A contemporary has repeated the Telegraph's warning to the Sun man in regard to his growing tendency to scold. The warning was necessary.

THE DRY DOCK.

The St. John delegates who went to Ottawa in connection with the proposed dry dock here had a satisfactory interview yesterday with Sir Wilfrid Laurier and four of the ministers: Colonel Tucker and Messrs. Robertson, Manchester, Allison, McAvity and Thomson, in furthering the project, had the valuable assistance of Hon. Mr. Emmerson, who, upon the suggestion of Hon. Mr. Bair, addressed the ministers in favor of government aid toward the construction of the dock.

Mr. George Robertson, who followed, pointed out that the Halifax dock is not sufficient to accommodate all the vessels which need repairs, and in the absence of one in St. John this province loses much work which has to be done elsewhere, generally in the United States as in the case of the steamer Lake Superior.

Mr. Robertson asked that the government aid be increased from two per cent. to three per cent. on the amount expended. Colonel Tucker and Mr. Thomson also spoke along these lines.

The premier assured the delegates he would give the matter his serious consideration, and he and the other ministers appear to have been much impressed by the strong case made out by the St. John men.

The delegation is a strong one and the news that its members seem to have much reason to hope for the successful issue of their plans will be good news in St. John.

THE AMERICANS AND TARIFF REVISION.

Writers who are returned to asking the mind of President Roosevelt say he believes the tariff should be left alone and that "he will not indorse any plan that may be suggested for a revision of the law" this year or next. It is added that in this position he has the support of a majority of the most influential members of the senate and house. Senator Lodge says: "It is our duty if the conditions seem to demand it, if business requires it, under President Roosevelt's lead to take up the revision of the tariff. But let it be understood that when we revise the tariff we revise it on protection lines."

That it will be revised on protection lines, if revised at all by the Republicans, seems clear enough. And that it will be revised by the Democrats if not by the Republicans is likely, for unless there is revision before 1904 the Democrats may win and be in a position to do what they please.

It is probable that the despatches from Washington, purporting to describe the president's state of mind, are not accurate. He is a practical politician and, whatever may be said for him now, he will doubtless make some of the concessions demanded by public sentiment before very long.

It is all very well to say the Republican party is wedded to high protection, but it is also wedded to power. Nothing would please the Democrats much more than a Republican announcement that no tariff changes will be considered.

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St. John, N. B. Nov. 15, 1902.

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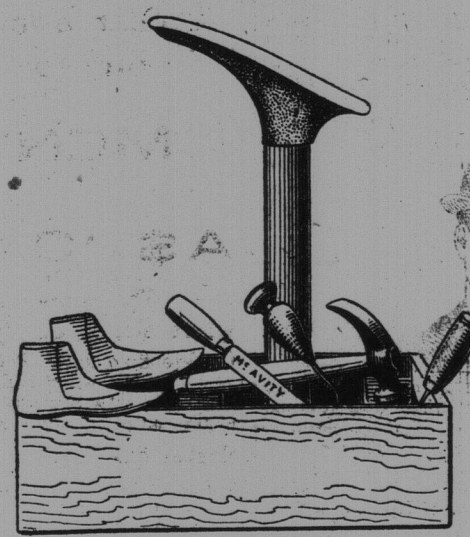
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LOOKS BETTER FOR DRY DOCK.

(Continued from page 1.) Thomas Dunning, of St. John, has been appointed cashier of the Intercolonial railway, in the place of the late Mr. Thompson. Mr. Dunning's headquarters will be at Moncton. It is said that the publishers of the Kansas City Star had decided to establish a mill for the manufacture of their own paper supply in this district. Today an inquiry was received in this city from the American publishers. The company wants a suitable water power and supply of standing spruce sufficient to last for years. It is the intention to erect a mill with a daily output of 40 tons of wood. The Kansas City paper mill will be supplied with the product of the Canadian pulp mill. The new British postal arrangements with Canada in regard to parcels will go into effect on December 1. By this arrangement the duty can be paid in Britain, which will save great delay and inconvenience in delivering parcels on this side. The I. C. R. telegraphers are in session today in the railway committee room of the privy council. They are meeting Mr. Postinger, general manager of the I. C. R., and Mr. Price, general superintendent. In the stomach of a cow butchered near Montrose (Penn.) a good sized pocketbook with a brass clasp was found. The pocketbook contained a roll of bills and 41 cents in change. A shingle nail and a hairpin were also found.